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would be reached by reference to Mr. Dearle's description of the disorganization of the labor market in the building trades. "To call employment in the building trade a lottery is to use the language not of metaphor but of literal description."

The reserve of labor is a feature of nearly all industries. Leakage of labor power is found to some extent in nearly all occupations and among nearly all grades of workmen. The tendency springs from the multiplicity of separate employers and the irregularity of their separate businesses. The more numerous and scattered the separate employers and the more rapid the fluctuations in their needs for employees, the larger will be the reserves of labor required and the stronger the tendency to their accumulation. Thus comes about a vast amount of unemployment over and above the irreducible minimum and outside the more notorious casual trades. It amounts to "sweating" of a very insidious kind.

As to the solution: The problem has to be seen not as one "of rescuing individuals, but of reforming an industrial method; as a problem not of grappling with an emergency, but raising a general level of life." The central task is to provide a reserve of labor power in such a way as not to involve distress. The labor market must be organized just like any other market; labor must be decasualized, and such subsidiary remedies or palliatives as emigration, afforestation, etc., are to be encouraged. Chief of the specific projects of reform is the establishment of central labor exchanges, the function of which will be to diminish the ignorance of laborers concerning the place and extent of demand for labor, now the cause of much immobility, and to send laborers where they are wanted. Policies looking toward the furnishing of work by the government are to be avoided. The Unemployed Workmen Act of 1905 is given almost unqualified condemnation. "Its main service has been to demonstrate beyond question its own essential inadequacy and the inadequacy of all measures which, like itself, leave industrial disorganization untouched and deal only with the resultant human suffering."

No doubt the student of economics will find much to question in Mr. Beveridge's pages, as for instance his contention that unemployment is never due to general over-population, and his proposal to encourage the emigration to Canada of those men who are "squeezed out" of employment by the decasualization process which he rightly wishes to see begun. An American simply wonders how long it would be before these undesirables had worked their way across the southern boundary line of Canada. The treatment of the population question in its relation to industrial organization and remuneration is altogether too cavalier in nature, and as before noted, the discussion of industrial crises is superficial. But for all that, the real value of the book is not to be questioned. It is worthy a permanent place on the bookshelf of the economist and in the hands of the reformer. It contains a well-arranged bibliography, and an admirable analytical index.

A. B. WOLFE

OBERLIN COLLEGE

Outlines of the Economic History of England. By H. O. MEREDITH. London: Pitman, 1908. 8vo, pp. viii+366. \$2.00.

Professor Meredith's *Outlines* is a brief textbook intended for use in the English universities. This history begins practically with Domesday, the intro-

duction containing merely a rapid survey of pre-Saxon remains. The body of the work is divided into four books of very unequal length: Book I, 1066-1272, Mediaeval England, 60 pages; Book II, 1272-1603, The English Nation, 102 pages; Book III, 1603-1760, The Antecedents of the Industrial Revolution, 49 pages; Book IV, 1760-1900, The Industrial Revolution and Its Consequences, 127 pages. This distribution of space sufficiently avoids the somewhat common error of over-emphasizing the earlier at the expense of the later periods.

The book is described in the subtitle as "A Study in Social Development" and accordingly many topics are treated which are not strictly economic in character. In particular, the interdependence of economic production and distribution and political ideas and institutions is well brought out. On the other hand, the physiographic background of economic development is practically ignored and the movements of population receive scanty consideration.

The author is a lecturer in Manchester University, and the book does credit to his scholarship. It has, however, pedagogical defects, chief among which is the philosophic discussion in the form of a "general survey" of each period before the facts upon which such general discussion is based have been treated, and a want of concreteness and vividness. A good example may be found in the treatment of "enclosures." The bearing of the "open-field" system upon the question of the servile or free status of Anglo-Saxon *villani* is considered on p. 3 of the introduction, before any description of that system has been given and before the meaning of "nucleated village" and "scattered homestead" has been made clear. The economic worth of open-field cultivation is appraised on pp. 41-43, where it is shown that the system possessed high resisting power against economic changes. Lastly, the effect of the enclosure movement between 1450 and 1600 is similarly appraised on pp. 114ff, but nowhere is there any vivid description of open-field tillage or of the process of enclosure itself, with its accompanying ruin and pauperization, though the materials for such description exist in the greatest abundance. It should be added that there are no maps, the bibliography is inadequate, and the index too brief to be of much use.

E. H. DOWNEY

THE UNIVERSITY OF CHICAGO

Railroad Freight Rates in Relation to the Industry and Commerce of the United States. By LOGAN G. MCPHERSON. New York: Henry Holt & Co., 1909. 8vo, pp. xi+441. \$2.25.

This is the first time that an attempt has been made at a comprehensive study of the rate structures of the United States and their effects upon industry and commerce. Mr. McPherson had exceptional opportunities for the investigation of this problem. For two years he traveled and studied, "visiting every part of the country, interviewing principal shippers, the representatives of commercial organizations, and the officers in charge of the traffic departments of the various railroads," and his results are now given us in this rather formidable volume. His findings are emphatically in favor of the railroads. Using his own language as far as possible, they may be roughly stated as follows: (1) In passing judgment upon the rate structures of this country, it must be